

TO-DAY'S NEWS IN BRIEF.

BUSINESS.
Yesterday's bank clearings were \$7,576,021; balances, \$44,738. Local discount rates were firm between 2 and 4 per cent. Domestic exchange was quoted as follows: New York, 40 premium bid, 42 premium asked; Chicago, Cincinnati, Louisville and New Orleans, par bid, 30 discount asked.
Wheat closed lower at 75 1/2¢ bid; 75 1/2¢ No. 2 red, corn closed higher at 42 1/2¢ bid, 43 1/2¢ No. 2 yellow, 44 1/2¢ No. 2 mixed, oats closed at 23 1/2¢ bid, 24 1/2¢ No. 2 mixed.
The local market for spot cotton was unchanged.

LOCAL AND SUBURBAN.

Fire at Eleventh and Olive streets, where Edward Green, a fireman, was killed two years ago, caused a loss of \$100,000.
Barbaglia is sentenced to a term of three years in the Penitentiary.

Prod S. Bolte, a chicken fancier, sues his neighbor, Edward Nathan, who is alleged to have killed two of the former's chickens which damaged his garden.
All is in readiness for the Decoration Day exercises to-day.

Jail guard finds saws in papers addressed to George Collins, one of the Union Bank robbers.

A grand jury submits final report and returns indictments against State Senator Frank Harris and Daniel J. Kelley.

Judge and Mrs. Andrew Jackson Shores celebrate the golden anniversary of their marriage at the residence of the latter.

Republican Committee protest against the names of Dempsey and Oppenheim appearing on Republican ballot.

Frank S. Nugent of Winnipeg, Manitoba, a Canadian barrister, who is visiting his brother, Dan C. Nugent, attended the Hungarian bribery trial and commends Circuit Attorney Folk.

Five historic spots were selected by a committee from the city of Indianapolis to be the sites of tablets commemorative of the important events in the life of St. Louis.

H. H. Hodgson was elected president of the Christian Endeavor Union.
World's Fair Company secures the Catlin tract.

GENERAL DOMESTIC.

The importation of manufacturers' materials for the fiscal year 1903 exceeds all previous records.

An attempt to lay rails for a traction line in Crawfordville, Ind., leads to a riot and the arrest of six men.

Scarcely from the prophecy of Ellen Jefferson that Pine Bluff would be destroyed by a tornado yesterday is over.

Two prominent planters have been arrested in connection with the investigation into the holding of negroes in involuntary servitude in Alabama.

The New York Central Railroad plans to build a station in New York with a tower 200 feet higher than the Washington monument. In the tower is to be a clock with a dial twenty-seven feet across the face.

Jaroslav Kocian, the violinist, who was charged with selling from America with a valuable Stradivarius, which had been loaned to him by a New York man, returned to America to return the violin in person.

The police of New York announce that they have discovered a band of Italians in "Little Italy," which makes it a business to abduct children to hold them for ransom.

The United Presbyterian General Assembly at Tarkio is to consider a union with the associated and reformed branches of the General Assembly of the Presbyterian Church, Kentucky, feud inquiry will make its report to-day.

Roosevelt ate breakfast with Joseph F. Smith and several in great Mormon Tabernacle at Salt Lake.

Miss Roosevelt skillfully drives her new automobile, of the "red-devil" style, through dashing fire apparatus.

Bryan, in the commonwealth, renounces all claim or desire of leadership of the Democratic party.

Postmaster General Payne orders many salaries cut; four St. Louis positions are affected. Merritt replies in counter charges against Tulloch.

SPORTS.

Browns defeated Detroit by score of 7 to 3. Athletes from schools and colleges will decide supremacy to-day.

Winners at the Fair Grounds yesterday were Tom Kiley, Fanny Knott, Bourke and Kieran, Light Opera, Mavrick and Echdale.

MARINE INTELLIGENCE.

New York, May 29—Arrived: Barcelona, from Hamburg, La. Saville, from Havre, reported off Nantucket lightship at 7 a. m. to-day.

Delaware Breakwater, May 29—Passed in, 4:40 p. m.; Beigenland, Liverpool, for Philadelphia.

New York, May 29—Sailed: Celtic, Liverpool, for Rotterdam.

Liverpool, May 29—Sailed: Victorian, New York.

Meville, May 29—Sailed: Bavarian (Br.), Montreal.

Charbourg, May 29—Sailed: Fuerst Bismarck, from Hamburg and Southampton, New York.

Naples, May 29—Arrived: Nord America, New York.

Genoa, May 29—Sailed: Ethiopia, from Glasgow, New York.

London, May 29—Arrived: Arcadian, Montreal.

Lizard, May 29—Passed: Potsdam, New York, for Rotterdam.

Liverpool, May 29—Arrived: Germanic, New York.

Lizard, May 29—Passed: Philadelphia, Boston, for London.

Queensdown, May 29—Sailed: New England, from Liverpool, Boston; Carpathia, from Liverpool, New York.

Southampton, May 29—Sailed: Fuerst Bismarck, from Hamburg, New York, via Charbourg.

Browhead, May 29—Passed: Cevic, New York, for Liverpool.

Fayal, May 29—Passed: Palatia, Genoa and Naples, for New York.

Oliveria, May 29—Passed: Sardegna, New York, for Naples and Genoa.

ITS FIRST CONCERT ANNOUNCED.

Robyns Male Chorus of Y. M. C. A. to Appear in Public.

The Robyns male chorus of the Central Y. M. C. A. will have its first public concert in the auditorium at Grand and Franklin avenues, Tuesday evening, June 2. The chorus is made up of 10 male voices. On the evening of the concert the efforts of its members will be supplemented by Miss Elsa Lang, pianist, and R. P. Shaw, baritone of Philadelphia, Pa., who will sing several songs.

The chorus is a part of the educational work of the association. It was organized last fall, with a membership of seventy-five, and placed under the direction of Alfred Robyn, the organizer and choir-master. Rehearsals have been held each Tuesday evening since, and the membership has grown to 110.

Judge R. B. Baughman is president and Guy A. Kellogg, secretary. The Executive Committee of the organization is composed of the president, secretary and four members.

Song Service at Delmar Church.
A music program will take the place of the regular Sunday evening service at the Delmar Avenue Baptist Church to-morrow night. The choir is composed of Miss Edna B. Bassett, soprano; Mrs. J. C. Martin, contralto; Tuesday evening, June 2, B. Reton, bass; Louis H. Ball, violinist, and J. W. Winter, organist.

Summer Meetings Begin.
Evangelical meetings under the direction of the Reverend Doctor A. M. Campbell of the Wagner Place United Presbyterian Church will begin to-morrow afternoon in a tent at Barton and Union avenues. At 3 o'clock in the afternoon there will be a children's service, and the revival will begin in the evening at 8 o'clock. The meetings will mark the start of the summer tent campaign under the auspices of the Presbyterian Ministers' Association.

Poor Human Nature.
Wagles: "He couldn't remember why his wife fled a string around his finger, so he was afraid to go home, and stayed out all night."
Jaggles: "What was it he should have remembered?"
Wagles: "To come home early."—Smart Set.

TRACK INTERCHANGE BY SOUTHERN LINES

Practically Joint Ownership of New Orleans Traffic Agreed Upon by Frisco and Goulds.

AGREEMENT FOR 100 YEARS.

Illinois Central in Compact and Rock Island Enters Crescent City Without Building Mile of Road.

REPUBLIC SPECIAL.

New York, May 29.—In the hands of the chief executives of the principal railroads entering New Orleans, with the exception of the Southern Pacific, are the terms of an agreement which, if adopted, will create a new "harmony of interest" in the Mississippi Valley.

The arrangement centers about the new plans of the Frisco for getting to New Orleans, and involves the Gould system, the Rock Island through the St. Louis and San Francisco, the Illinois Central and the Southern railroads.

When R. E. Toakum, president of the Frisco, announced his intention of getting to New Orleans by building a new line down the east bank of the Mississippi River, George J. Gould had had a plan of construction and nearly completed those sections of the Texas and Pacific Railroad which, with new sections of the Iron Mountain, were to complete a direct line to the Gould system from St. Louis to New Orleans.

This same territory was already drained by the Texas and Mississippi Valley Railroad, controlled by the Illinois Central. It was a Gulf port for his inland system, however, that Mr. Toakum was looking for, so he set about obtaining the necessary franchises and rights of way. With the railroads by the courts of the New Orleans City Council ordinance, recently, the last drawback to the Frisco's independent line was removed.

Arrangements had even been made for floating a bond issue to pay for the construction of the new line.

Before these plans had matured, however, the executives of the other railroads that tap the territory through which the projected line of the Frisco would run realized that if Mr. Toakum's intentions were actualized, the Gould system would be a plan which would give the Frisco its much coveted access to the Gulf, and the Gould system would be a plan which would give the Frisco its much coveted access to the Gulf.

Negotiations were opened between Mr. Gould and officials of the Frisco looking toward a trackage agreement, which would permit the Frisco to use the Gould system from Memphis to New Orleans, about 200 miles. Simultaneously another trackage agreement was negotiated with the Illinois Central for the use of the tracks of the Louisville, New Orleans and Texas Railroad from New Orleans to St. Louis, about 200 miles.

Plans had already been agreed upon with the Southern Railway, which would give the ownership of extensive New Orleans terminals, which will cost in the neighborhood of \$1,000,000, to the Frisco. The Gould system is so broad that it amounts to virtually a joint ownership of the line without the Frisco having to build a mile of road. The Frisco into equal privileges with the Iron Mountain and the Texas and Pacific.

These arrangements, with the exception of the joint ownership of the terminals, have not yet been fully accepted and are respectively railroads. There is scarcely any doubt, however, that they will be ratified.

One of the officials most interested in the deal said that the Gould system, under the circumstances would interfere with the success of the plan. The franchises granted to the Frisco, however, are such that nothing should arise at any time to nullify the trackage agreements. The Frisco's original plan was to build a line from St. Louis to New Orleans, but the Gould system is so broad that it amounts to virtually a joint ownership of the line without the Frisco having to build a mile of road. The Frisco into equal privileges with the Iron Mountain and the Texas and Pacific.

BIRD ON GOULD SYSTEM.

Says It Will Be Able to Get All That It Desires.

REPUBLIC SPECIAL.
Chicago, May 29.—"When the various Gould lines are properly connected up the system will be such a powerful one that no competing interest will be able to keep it from getting what it justly deserves," said the officials of the Gould system to-day.

As he spoke, Mr. Bird drew down an immense map of the country, which he had recently had made, and surveying the Pittsburg extension is ready, the Gould lines will be strongly entrenched in the far west, on the southwest and the west. The tonnage, which is now very large, will be still larger when the connections have been made.

Begole Case Transferred.
Springfield, Ill., May 29.—A case has been transferred from the Bond County Circuit Court to the United States Circuit Court by the defendant, in which Henry C. Begole, Chicago and St. Louis Railroad Company, is the complainant, and the Pittsburg, Cincinnati, Chicago and St. Louis Railroad Company, Chicago and St. Louis Railroad Company, is the defendant.

Mr. Begole asks that the defendants be ordered to make an accounting of the earnings of the St. Louis, Vandalia and Terre Haute Railroad Company, and the cost of maintaining and operating the same, and that the difference between the two be paid to him. The case was transferred to the United States Circuit Court for real estate, betterments and repairs.

ROADS WIN THE DECISION.

National Commission Favors the Lake Shore and Michigan Southern.

REPUBLIC SPECIAL.
Washington, May 29.—The Interstate Commerce Commission to-day, in an opinion by Commissioner Fife, announced its decision in the case of Ulrick and Williams against the Lake Shore and Michigan Southern Railway Company, and the Cleveland, Cincinnati, Chicago and St. Louis Railroad Company, Chicago and St. Louis Railroad Company, on account of rates on ice from Hillsdale and other points in Michigan, which prior to September 1, 1901, were higher over the lines of the defendants than for the shorter distance to Springfield, O., than for the shorter distance to Columbus, the rates to both points having been made the same on that date, but it appeared that after and before delivering lines compete for the traffic to Columbus, and that the short line distance to Springfield.

Upon all the facts and circumstances the commission holds that the complaint should be dismissed.

FRISCO CHANGES HANDS.

Actual Control Passes to the Rock Island.

REPUBLIC SPECIAL.
New York, May 29.—Actual control of the Rock Island and San Francisco Railroad to the Rock Island passed to-day, when a majority of the stock of the Frisco was deposited with J. Pierpont Morgan & Co. Receipts for the deposits will be mailed to stockholders on Monday next, and the stock and bonds of the Rock Island will be paid for the old Frisco stock by the new Frisco stock.

Lumber Interests in Mexico.

REPUBLIC SPECIAL.
Chicago, May 29.—Paul Morton, vice president of the American Lumber and Shingle Association, together with W. S. Eddy of Saginaw, Mich., and Colonel S. Weir of New York have entered into a contract to purchase a vast lumber tract in Chiapas, Mexico. The tract comprises about 2,500,000 acres and is heavily wooded with pine and cedar. Railroad communication will be built sixty miles northwest of Terecote, and timber it will be developed as a farming and grazing land, according to the plan.

SENIOR CLASS IN LITERATURE AT HARDIN COLLEGE.



Reading from left to right, they are: Top row—Anna M. Wiley, Indianapolis, Ind.; Lulu Miller, Clarksville, Mo.; Pansy Condit, Canton, Mo.; Anna Day Smith, Butler, Mo.; Della Sallee, Mexico, Mo.; Camilla Garrett, Mexico, Mo.; Middle row—Bessie Brown, South McAlester, I. T.; Jessie Karnes, Mexico, Mo.; Hazel Bunting, Rockport, Mo.; Susanne Maxey, Muscogee, I. T.; Flossie Bishop, Mexico, Mo.; Lower row—Abbie Llewellyn, Ind.; Georgia Daniel, Vandalia, Mo.; Robb Baker, Mexico, Mo.

PLAN TO DOUBLE THE POPULATION IN PARTS OF MISSOURI AND ARKANSAS.

Railroads South of St. Louis Are Making a Great Effort to Transform a Fertile Wilderness Into a Rich and Prosperous Section—Opportunities for Substantial Investment and Home-seekers of Moderate Means—Inducements Offered to Northern Settlers to Grow Up With the Country.

BY A STAFF CORRESPONDENT.

Pine Bluff, Ark., May 29.—"Double the population in five years." "Bring in new blood from the north." "Clear the timber off the land."

Such are some of the ambitions which are animating a movement of the railroads south of St. Louis. Immigration is the watchword in railroad offices, country towns and plantations which have the interests of the great Southwest at heart. The usually well-satisfied Southerner is thinking of improvement. Northerners are working to bring this practical result about.

The activity of the railroads is perhaps the most encouraging feature of this new movement. The excursion which ended here to-day is a substantial proof of the importance which is attached to the improvement of the country.

SUBSTANTIAL ENTERPRISE.

A review of the practical workings of the exploitation party which arrived here to-day will explain the operation by which new lands are being put in the market. It is a method of advertisement, which is better than that employed in booming Kansas in the thirties, diversified, that the boom was. It lacks the fraud which has characterized much of the speculation in oil fields, and does not feed upon the excitement that has attended the discovery of mines in the North and far West.

April there met in Jonesboro, Ark., upon the invitation of the Cotton Belt Railroad, real estate men from along the route of this system in Southeastern Missouri, Arkansas and Shreveport, La. After a day of conference—there were no frills—the Cotton Belt Route Land and Improvement Association was organized, both extensive land owners, together with Messrs. Sauppe and Dunlap.

The officers of the association are: President, L. E. Sauppe, traveling passenger agent; secretary and treasurer, W. C. Dunlap, advertising agent of the Cotton Belt. The Executive Committee at present consists of C. B. Gregg of Jonesboro and W. M. Price of Stuttgart, both extensive land owners, together with Messrs. Sauppe and Dunlap.

OBJECTS OF PROMOTERS.
The good business sense of the men who comprise the association and good will among the members of the Association, to discourage the sale of land to speculators, and to make of this association an instrument for the benefit of the members as well as of the community.

Last Monday evening the first result of the new organization could be seen at the Union Station in St. Louis. Fifty real estate men from Iowa, Indiana, Illinois and Missouri were on a special Cotton Belt train bound for the swamp country of St. Louis. Not a man was aboard but who was there to buy land, and the first result of the new organization could be seen at the Union Station in St. Louis.

MEN IN THE PARTY.
The list of those in the party will give the best idea of the extent of territory covered by these middlemen. Included in the party, which was under the leadership of E. W. LaBaume, general passenger agent of the Cotton Belt, were the following real estate men:

Daniel Brown, Centerville, Mo.
Geo. O. Morris, Greenville, Ill.
Cole & Cole, Belleville, Ill.
Frank Hock, Springfield, Ill.
Frank Hock, Springfield, Ill.
J. W. Test, Springfield, Ill.
John McDermott, St. Louis.
J. W. Murphy, Springfield, Ill.
John E. Anderson, Mount Vernon, Ind.
L. E. Ketchum, Stuttgart, Ark.
Thad. W. Ward, Quincy, Ill.
Pete H. Lucas, Fort Madison, Ia.
J. P. Cruikshank, Fort Madison, Ia.
C. A. Tutnam, Monticello, Ill.
E. W. Oyd, Indianapolis, Ind.
D. D. Feather, Kirkville, Mo.
F. C. Holland, Dexter, Mo.
A. C. Carter, Jewellville, Ill.
H. C. Bailey, Pittsburg, Ark.
J. U. Gaty, Roe, Ark.
Wells Tallman, Shelbyville, Mo.
M. J. Virgin, J. M. Probst and Lewis Probst, Warsaw, Mo.
L. K. Boyan, Chicago, Ill.
W. S. Holmes, Springfield, Ill.
J. W. Black, Springfield, Ill.
W. L. Tucker, Bloomfield, Mo.
Frederick Zinsley, Florida, Ill.
S. B. Butler, Clayton, Mo.
J. W. Silvester, Bosworth, Mo.
M. Montgomery and H. B. Miner, Shelbyville, Ill.
Wm. Sonntag, Alton, Ill.
J. W. Black, Alton, Ill.
D. Locke, Jerseyville, Ill.
Martin & Moore, Benton, Ill.
W. J. Davis, Bowling Green, Mo.
C. J. Raub, Chalmers, Ind.

FLOODS IN TWO STATES; TWO THOUSAND HOMELESS; THIRTEEN ARE DROWNED.

Continued From Page One.

of rain fell in portions of Kansas last night, adding to the already bankful streams, and rendering the flood in that State most serious.

In Kansas City, the Missouri River is bankful and still rising, and already has caused great damage to business houses and other property in the bottoms, and along the Kaw River, west of the city, at Kansas City, Kan., the lowlands for miles are under water.

Hundreds of families have been rendered homeless and hundreds of acres of grain are under water. Last night a steady rise in these streams was predicted by the Weather Bureau, but with the additional rainfall noted the Kaw and the Missouri rivers at Kansas City and north and west of here doubtless will within the next twenty-four hours have reached a stage never before recorded.

At Emporia, Kan., northwest of Emporia, says that that town is three feet under water and that the Neosho River is four feet higher than ever known before. Farmers have been sent out from Emporia to notify the farmers along the bottoms east of that city that a high-water wave is coming down the Neosho.

At Emporia, Kan., the Fire Department was called to the assistance of persons living in the eastern part of town. Homes were abandoned and household effects were moved to higher ground. Heavy damage to property has already been done. No wire communication has been had from Kansas City with Salina, Kan., since last night, that city being reached only from Emporia. At noon, Salina was entirely cut off and the Western Union reported that the building next to their telegraph office there had caved in.

EIGHT LOSE LIVES IN THE OKLAHOMA STORMS AND FLOODS.

Guthrie, Ok., May 29.—Reports of destructive storms throughout the Territory continue to arrive. At Harrison the flood killed five people—Mrs. Bryles and child, a child John Alexander and two persons whose bodies have not yet been recovered. The drowning of several Indians is reported from Anadarko.

In Gay County a tornado killed Mrs. Isaac Jones, wrecked four Post Offices, and near Little Rock completely demolished a farm residence.

At Wotola the storm is reported to have fatally injured one woman and destroyed several buildings. Near Hobart, all but three of a herd of fifty cattle, belonging to Chas. Smith, a dairyman, were drowned in the flood.

RAILROAD TRAFFIC IS PARALYZED.
Oklahoma City, Ok., May 29.—Three and one-quarter inches of rain last night following four inches Saturday night increases the gravity of the flood situation in Oklahoma. The North Canadian River is higher than ever known and additional floods are coming.

There is no danger to the cities and towns on the river, but railroads are heavy losses. Traffic over the west is paralyzed. The Choctaw is shut out of this city from the east by the destruction of tracks along the river. The Rock Island west is entirely laid out, no trains having moved since Sunday, and the waters are increasing. The Oklahoma City and Western's tracks at Oklahoma are submerged. There have been no trains into the city on the last-named road since Sunday.

The Missouri Kansas and Texas tracks are badly damaged, and two bridges near Oklahoma City will be almost a total loss. The basements of twenty or more wholesale houses here are again flooded from waters which the sewers could not carry off.

At Muskogee, Ok., however, as goods from the channel of the South Canadian River is changing, and may leave its big steel bridge at Noble a half mile from the city.

MISSISSIPPI RIVER IS RISING RAPIDLY IN MINNESOTA.

Winona, Minn., May 29.—The Mississippi River here is the highest to-day it has been in four years. The water is now nearly up to the houses in the Polish settlement in the First Ward.

BRIDGES WASHED AWAY.
LaCrosse, Wis., May 29.—The river continues to rise rapidly and Pettibone Park is nearly entirely under water to-day. Several bridges have been washed out by a big rise in Rock River.

FIVE HUNDRED HOMES INUNDATED ABOUT DES MOINES.

Des Moines, Ia., May 29.—It is thought the flood in Iowa has reached its crisis. In the Des Moines Valley from Spirit Lake to the Missouri River the entire bottoms were covered with water, and the damage to the corn crop is incalculable. In Fort Dodge, Bokne, Madrid, Des Moines, Ottumwa and other points, fully 500 homes have been inundated by the waters. In Des Moines alone the damage to their chimneys peeping above the water line. The river reached its highest point at 3 o'clock this morning, when it recorded 21.3 feet above low-water mark. This is the highest mark upon the records of the Government by four inches.

Speculators from Vannette and other points on the Raccoon River above here are to effect that the river has continued steadily to rise and is yet going up. While the Des Moines is receding slowly above the confluence with the Raccoon, it is rising below. South and Southeast Des Moines, which suffered most last year, are threatened with further devastation as a result of breaks in the levees in this vicinity, hundreds of homes are surrounded with water and a break in North Des Moines early to-day inundated Central Place, containing upward of 3000 the residences.

Contrary to earlier reports, a telegram at 11 o'clock to-day from Boone, forty miles above here, stated that the Des Moines is still rising, which indicates that the decline here is but temporary.

Book News and Gossip.
In the May Outlook there is an especially interesting article by R. G. Betts, entitled "The Rediscovery of America by the Automobile," which describes in a fascinating manner the touring possibilities of the motor car, as automobilists now prefer to call their vehicle. Mr. Betts's story is fragment of the open air and rich in descriptions of the beautiful American towns open to all who love picturesque travel and can afford an automobile. The article is copiously illustrated and among the pictures of automobiles owned by wealthy Americans is that of one belonging to Mr. G. Herbert Walker of St. Louis, showing the young local enthusiast with a party of friends bowling along a pleasant country road.

Ecce Homo, No Care, No Pay.
Your man will find your money if PAZO OINMENT fails to cure Ringworm, Tetter, Old Ulcers, Sores, Pimples, Blackheads, and all skin diseases. See the ad on the back, and all skin diseases.

First College Boy: "Hoary!" My people have all turned Christian Scientists.
Second College Boy: "Why such joy?"
First College Boy: "Well, hitherto, the only thing that has kept me from having a beautiful time has been the thought that it would worry them."—Harper's Bazar.

This Store Will Close as Usual

Decoration Day

One P. M.

Struggs Vanderhoort & Barney

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OPTICIANS.



SPECTACLES AND EYEGLASSES

From \$1.00 Up. Examination Free.

EGGERT & FISHER,
317 N. 7th Street,
BETWEEN OLIVE AND LOCUST.
OPTICISTS' PRESCRIPTIONS FILLED.

Colorado Wants You

Vacation outings among snow-clad peaks and flashing trout streams of Colorado.

Low-rate excursions all summer. Cheap prices at resort hotels—or camp out.

Go there on the Colorado Flyer

the Santa Fe's superb new train, Kansas City to Pueblo, Colorado Springs and Denver.

Luxuriously equipped with observation Pullmans, library-smoking car and chair cars.

A quick night ride. Ask for free copy of beautiful book, "A Colorado Summer."

A. ANDREWS, Gen. Agt. Atchison, Topeka & Santa Fe Railway Co. 108 N. Fourth St., St. Louis.

Santa Fe

among his ribs, and an Indian arrow cut in his leg, received in American fights, a bullet hole in his foot, received in Mexico.

MENTIONED FOR PRESIDENT.

J. A. Altscheler, whose novel of the fall of Richmond, "Before the Dawn," has just been published by Doubleday Page Co., says, in reading the files of papers during the war, he discovered the fact, curious to him, that the Southern newspapers of the time were filled with news of sentimental verse. Times were so tense and disaster so inevitable in those last days, Mr. Altscheler concludes, that people sought some relief in songs and readings of this sort.